

ENHANCED TRAFFIC ENFORCEMENT PROGRAM



ANNUAL REPORT 2018

A partnership between RoadSafetyBC, the Insurance Corporation of British Columbia, "E" Division, Royal Canadian Mounted Police and independent municipal police



RoadSafetyBC



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LIST OF ACRONYMS

ACEM	Auto Crime Enforcement Month
ADP	Administrative Driving Prohibition
ALPR	Automated Licence Plate Recognition
BAC	Blood Alcohol Content
BC	British Columbia
BCACP	British Columbia Association of Chiefs of Police
BCAMCP	British Columbia Association of Municipal Chiefs of Police
BCP	BaitCar Program
CC	<i>Criminal Code</i>
CCMTA	Canadian Council of Motor Transportation Administrators
DRE	Drug Recognition Expert
EE	Enhanced Enforcement
ERSEI	Enhanced Road Safety Enforcement Initiative
ET	Enforcement Team
ETEP	Enhanced Traffic Enforcement Program
F/P/T	Federal/Provincial/Territorial
ICBC	Insurance Corporation of British Columbia
IMPACT	Integrated Municipal Provincial Auto Crime Team
IRP	Immediate Roadside Prohibition
IRSU	Integrated Road Safety Unit
ISC	Intersection Safety Camera
ISCO	Intersection Safety Camera Officer
ISC-SA	Intersection Safety Camera – Speed Activation
IT	Investigative Team
JIBC	Justice Institute of British Columbia
LMD	Lower Mainland District
MOU	Memorandum of Understanding
MoTI	Ministry of Transportation and Infrastructure
MPSSG	Ministry of Public Safety and Solicitor General
MVA	<i>Motor Vehicle Act</i>
PRTC	Pacific Region Training Centre
RAAP	Rate Affordability Action Plan
RCMP	Royal Canadian Mounted Police
RSU	Road Safety Unit
TSC	Traffic Safety Committee (BC Association of Chiefs of Police)
VT	Violation Ticket

MINISTER'S MESSAGE



It is my pleasure to present the 2018 Enhanced Traffic Enforcement Program Annual Report, an overview of the enhanced traffic enforcement initiatives targeting our province's priority road safety issues. The strategies and tactics delivered by this enhanced enforcement program are strongly aligned with the objectives of BC's provincial *Road Safety Strategy: Moving to Vision Zero*.

This has been a dynamic year for the Enhanced Traffic Enforcement Program (ETEP) as it built upon a strong strategic framework in support of enhanced traffic enforcement's strategic goals:

- Reducing incidents of high risk driving and road user behaviours, including distracted driving, and alcohol and drug impaired driving
- Minimizing the impact of vehicle crimes
- Supporting road user behavioural change, and
- Fostering communication and collaboration.

In July 2018, with additional funding from the provincial government, program partners achieved full activation of the red-light camera program – from six hours a day, up to 24/7. The Intersection Safety Camera program also began the process of upgrading 35 of its 140 cameras for automated speed enforcement – to help reduce deaths and serious injuries at intersections in BC.

To support road safety during the 2018 introduction of legalized cannabis, ETEP directed additional overtime funds to police to support their efforts in combating drug and alcohol impaired driving.

I want to sincerely acknowledge the tremendous efforts that BC traffic enforcement officers, stakeholders and citizens dedicate every day to reducing traffic injuries and saving lives.

In the year ahead, I commit to continue working with enforcement and all our provincial road safety partners to help make British Columbia's roads safer for all. It is through strategic enforcement, innovation, legislative reforms and public education that together we can reach Vision Zero in BC.

Honourable Mike Farnworth

Minister of Public Safety and Solicitor General

2018 PROGRAM HIGHLIGHTS

The increased activation of the Intersection Safety Camera Program from 25 percent to 100 percent was completed. The number of red light violation tickets issued by the program increased by 150 percent in 2018 as compared to 2017.

BC announced plans to upgrade 35 existing Intersection Safety Camera Program sites with automated speed enforcement technology.

The number of violation tickets issued by Enhanced Enforcement increased by 15 percent with the number of speed-related violation tickets increased by 26 percent in 2018 as compared to 2017.

The Road Safety Unit participated at all levels of the launch of the provincial e-Ticketing initiative to modernize BC's motor vehicle violation ticketing and payment process.

The Road Safety Unit partnered with ICBC to evaluate two laser speed detection devices for their potential to assist in the detection and enforcement of distracted driving.

ENHANCED TRAFFIC ENFORCEMENT PROGRAM MANDATE

To reduce harm on roads and vehicle crimes in BC through targeted enhanced enforcement and awareness efforts

Program Overview

British Columbia's Enhanced Traffic Enforcement Program (ETEP) has been in place for over fifteen years and is the only program of its kind in Canada. ETEP is a collaborative effort between the Ministry of Public Safety and Solicitor General (MPSSG), the Insurance Corporation of British Columbia (ICBC), and the Royal Canadian Mounted Police (RCMP) "E" Division; independent municipal police departments are represented as key partners through ETEP's Governance Council, Joint Management Teams and front-line police officers.

Under the *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding* (MOU), annual ETEP funding is provided by ICBC to MPSSG, with additional funds flowing to operational enforcement for police resources through the Provincial Police Service Agreement.

Enhanced enforcement resources and efforts are aligned to support provincial road safety priorities while reflecting the unique characteristics of BC's diverse regions. RCMP "E" Division Traffic Services manages the police operations portion of the budget on behalf of the program. Under the Provincial Police Service Agreement, provincial policing costs are shared 70 percent by the Province and 30 percent by the federal government.

The 2018/19 ICBC gross ETEP budget contribution through the MOU was \$22,408,480. The federal government contributed an additional \$8.441 million in 2018/19 to the operational policing portion of the ETEP budget, resulting in a total of \$30,849,480 invested in enhanced traffic enforcement and road safety programming in BC.

In 2018/19, the Road Safety Unit (RSU) was part of an internal reorganization within MPSSG, with RSU program responsibilities being transitioned from Policing and Security Branch (PSB) to RoadSafetyBC. The RSU remains responsible for administration and oversight of BC's ETEP, except for IMPACT and BaitCar auto theft programs and funding, which remain the responsibility of PSB. The RSU continues to work closely with its funding partner ICBC and its primary program delivery partner RCMP "E" Division Traffic Services. The RSU's responsibilities primarily consist of:

- administrative and financial oversight of the program, including the Integrated Road Safety Units (IRSUs)
- operation of the Intersection Safety Camera (ISC) Program
- direct funding to municipal police departments for targeted enforcement campaigns
- funding for enhanced traffic training, and
- secretariat support for the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC), including advertising and promotion of the BCACP campaign calendar.

Program Strategic Goals and Principles

ETEP efforts and resources are aligned with the goals set out in the ETEP Strategic Plan:

- Support enforcement efforts to reduce high risk road user behaviours
- Minimize the impact of vehicle crime
- Affect and support road user behavioural change
- Foster communication and collaboration

The strategic principles governing ETEP are:

- Evidence-based enforcement strategies
- Sustainable and accountable program delivery
- Effective monitoring, measurement and evaluation
- Support for road safety systems improvements, integrated policing and partnerships
- Promoting public awareness of road safety enforcement activities

These principles guide the development, delivery and evaluation of enhanced road safety enforcement initiatives with the aim of making BC roads the safest roads in North America by 2020.

Program Governance

ETEP governance and accountability processes are transparent, reflect the responsibilities of the key partners, and ensure that obligations are upheld, and objectives are achieved.

The 2018/19 Governance Council membership was comprised of four executive representatives or their delegates from the following organizations:

- Executive Director and Deputy Director of Police Services (Chair), MPSSG
- ICBC Director of Communications, Stakeholder Engagement and Road Safety
- BC Association of Municipal Chiefs of Police (BCAMCP) representative
- RCMP Assistant Commissioner Criminal Operations - CORE Policing

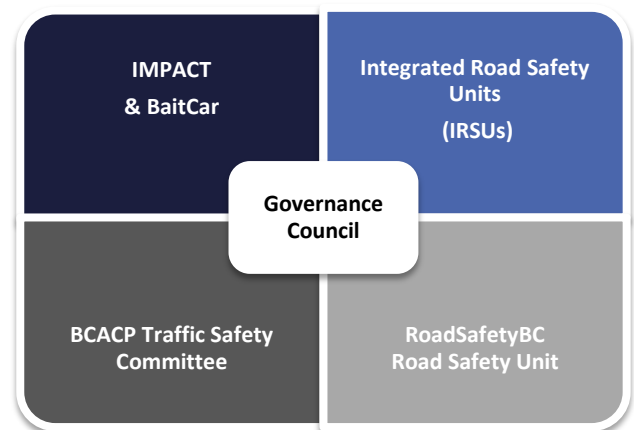


Figure 1 Governance Model

The duties and responsibilities of the Governance Council are: to provide advice to Policing and Security Branch (Road Safety Unit) on the implementation of the ETEP strategic plan; and to review and endorse ETEP Operations Plans, including annual program budgets, and Annual Reports.

As well, the Governance Council monitors the performance of ETEP towards the approved strategic objectives set out in the annual Operations Plan and, where appropriate, recommends changes to the structure and delivery of ETEP.

GOAL 1: TARGET AND REDUCE HIGH RISK ROAD USER BEHAVIOURS

Supporting enforcement efforts to reduce high risk behaviours

Integrated Road Safety Units (IRSUs)

IRSUs are comprised of officers from both the RCMP and independent municipal police departments. IRSUs are located in each district across BC: Lower Mainland District (which includes the Fraser Valley and Greater Vancouver regions), Southeast District, North District and Vancouver Island District. IRSU officers enhance existing baseline traffic resources across BC by providing dedicated resources above and beyond the traffic services funded through the RCMP “E” Division and independent municipal police departments. In addition to the IRSUs, the MOU provides funding for IRSU overtime and a separate, dedicated initiative referred to as the Enhanced Road Safety Enforcement Initiative (ERSEI). ERSEI funding is provided to the RCMP and is usually applied towards CounterAttack and other targeted campaigns.



Photo Credit: ICBC

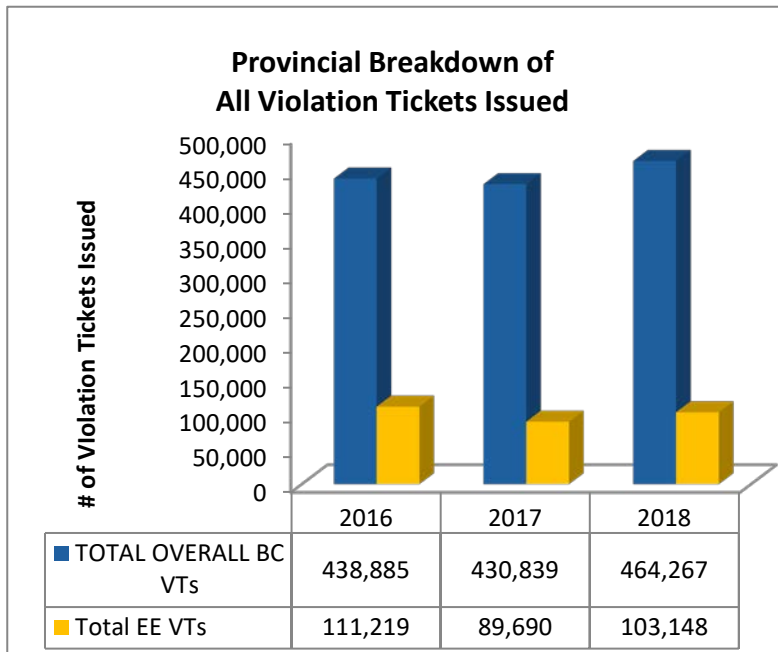
Enhanced Traffic Enforcement Contribution to Provincial Violation Ticket Output



The combination of IRSU, IRSU overtime and ERSEI outputs is referred to collectively as ‘enhanced enforcement’ (EE). The contribution of EE¹ is typically measured in comparison to the overall provincial output², or the number of violation tickets (VTs) that are issued by baseline traffic services. EE targets the dangerous driving behaviours that contribute to the majority of traffic collisions resulting in fatalities and serious injuries. Targeted enforcement priorities include speeding, distracted driving, offences at intersections, unrestrained occupants and impaired driving.

¹ EE data is retrieved from RCMP Enhanced Enforcement Quarterly Statistics.

² Provincial data is retrieved from ICBC’s Business Information Warehouse (“Contraventions Report”) and is current as of March 31, 2019.



EE outputs accounted for approximately 22 percent of the total provincial outputs in 2018. The three-year average (2016-2018) EE contribution to the provincial violation ticket output was 23 percent. The number of violation tickets issued by EE increased by 15 percent in 2018 as compared to 2017.

Figure 2 Provincial Violation Tickets (2016-2018)

BC Association of Chiefs of Police Provincial Enforcement Campaign Calendar

The provincial enforcement campaign calendar is planned, endorsed and implemented through the BCACP TSC membership and all BC police agencies. ETEP's focus in 2018 supported traffic enforcement efforts to reduce high risk road user behaviour. Enhanced traffic enforcement is delivered primarily through IRSUs, dedicated to targeting dangerous driving behaviours which most frequently cause injuries and deaths.

2018	Campaign
March 1 - 31	Distracted Drivers Campaign Occupant Restraint Campaign
May 1 - 31	High Risk Driving Campaign
July 1 - 31	Summer Impaired Driving Campaign (Alcohol/Drugs)
September 1 - 30	Distracted Drivers Campaign Occupants Restraint Campaign
October 1 - 31	Drive Relative to Conditions Campaign (Speed/Pedestrian)
December 1 - 31	Winter Impaired Driving Campaign (Alcohol/Drugs)

Table 1 BCACP Provincial Enforcement Campaign Calendar 2018

Speed Enforcement

The BCACP Provincial Enforcement Campaign Calendar supports provincial enforcement efforts to target speed related infractions during the months of May and October. In May, enhanced enforcement focuses on speed violations, as such behaviour is considered 'high risk driving'. October efforts are more closely focused towards speeding relative to conditions; this campaign encourages drivers to operate motor vehicles safely in adverse or changing weather and road conditions. EE efforts for targeted speed enforcement include issuing violation tickets for exceeding the posted speed limit, unsafe speed and excessive speed, which also includes vehicle impoundment sanctions.

EE contributed approximately 25 percent of speed violation ticket outputs to the provincial total in 2018. On average, from 2016 to 2018, EE contributed 25 percent to the total violation tickets issued for speeding in the province. The number of speed-related violation tickets, issued by EE, increased by about 26 percent in 2018 as compared to 2017.

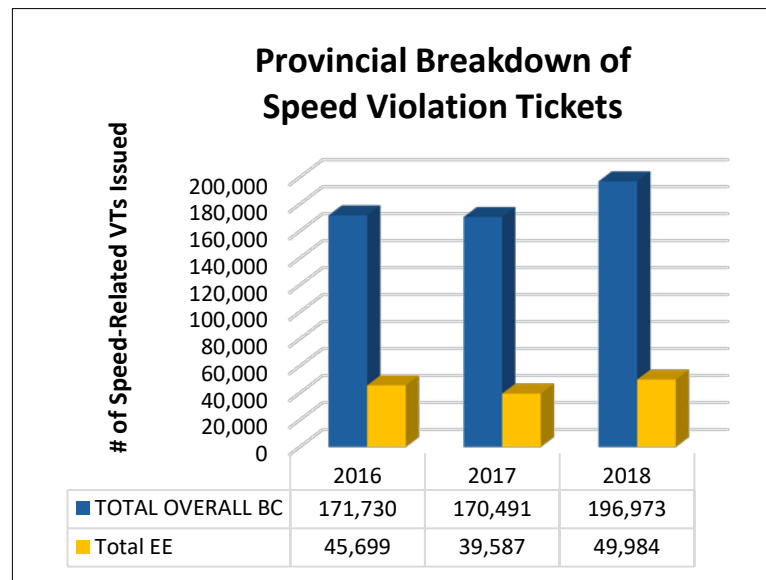


Figure 3 Speed Violation Tickets (2016-2018)

Distracted Driving Enforcement

The BCACP Provincial Enforcement Campaign Calendar dedicated the months of March and September to target distracted drivers across BC by reminding people not to use handheld electronic devices while operating a motor vehicle. EE distracted driving efforts target drivers who talk or text using handheld devices, such as cellular phones and tablets, while driving.

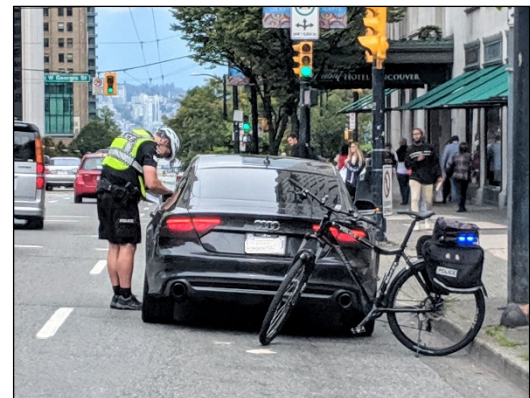
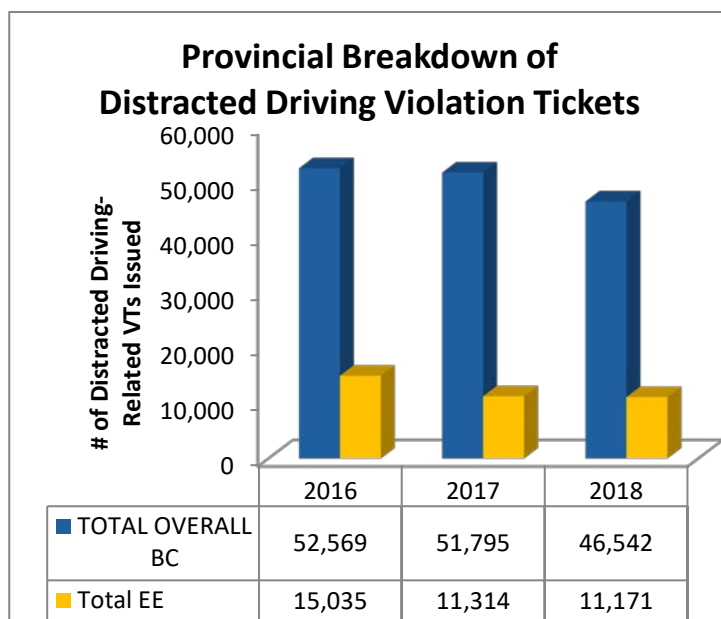


Photo Credit: VPD



EE contributed approximately 24 percent of distracted driving violation ticket outputs to the provincial total in 2018. On average, from 2016 to 2018, EE contributed 25 percent to the total provincial distracted driving violation tickets. The number of distracted driving violation tickets issued by EE decreased slightly (one percent) in 2018 as compared to 2017.

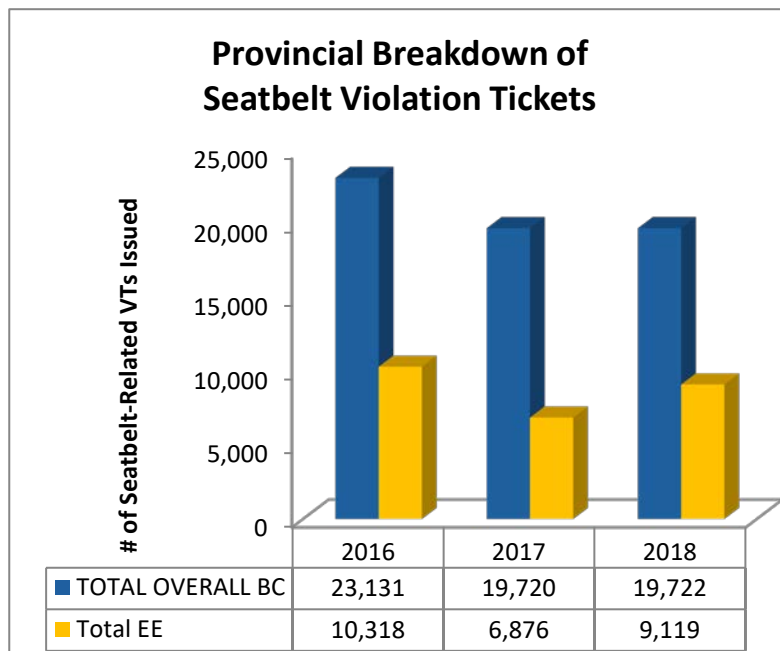
Figure 4 Provincial Violation Tickets - Distracted Driving (2016-2018)

Distracted Driving Enforcement Technology Pilot

In spring 2018, ICBC partnered with the RSU and police officers from the Lower Mainland District Integrated Road Safety Unit (LMD IRSU) to evaluate two commercially available laser speed detection devices for their potential in the detection and enforcement of distracted driving.

ICBC supplied devices to LMD IRSU officers to test in the field during a ten-week period. Officers provided feedback on the usability of the devices through an online survey and interviews. Overall, police did not find either device to be useful for their potential in the detection of distracted driving since both devices were unable to produce images of sufficient quality and clarity.

Unrestrained Occupants Enforcement



In addition to year-round enforcement, officers across the province target unrestrained occupants during the months of March and September following the BCACP Provincial Enforcement Campaign Calendar. The term 'unrestrained occupants' typically refers to individuals who are not wearing seatbelts and also includes infant and/or child restraint systems and booster seats violations.

Figure 5 Provincial Violation Tickets - Unrestrained Occupants (2016-2018)

EE contributed approximately 46 percent of unrestrained occupant violation ticket outputs to the provincial total in 2018. On average, from 2016 to 2018, EE contributed 42 percent to the total provincial unrestrained occupant violation tickets. The number of unrestrained occupant violation tickets issued by EE increased by 32 percent in 2018 as compared to 2017.



Photo Credit: VPD

Intersection Enforcement

Intersection enforcement is not specifically included as a campaign in the BCACP Provincial Enforcement Campaign Calendar. However, intersection offences are targeted during the month of May, which is a 'high risk driving month' in the BCACP Provincial Enforcement Campaign Calendar.

Police-issued intersection-related violations include disobeying a traffic light, failure to stop and improper turning. EE contributed approximately 10 percent of intersection-related violation ticket outputs to the provincial total in 2018. On average, from 2016 to 2018, EE contributed 11 percent to the total provincial intersection-related tickets. The number of intersection-related violation tickets issued by EE increased by about 24 percent in 2018 as compared to 2017.

Intersection safety is also reinforced year-round through automated enforcement provided by the Intersection Safety Camera Program. Violation tickets issued by this program are reported out separately and are not included in the outputs above.

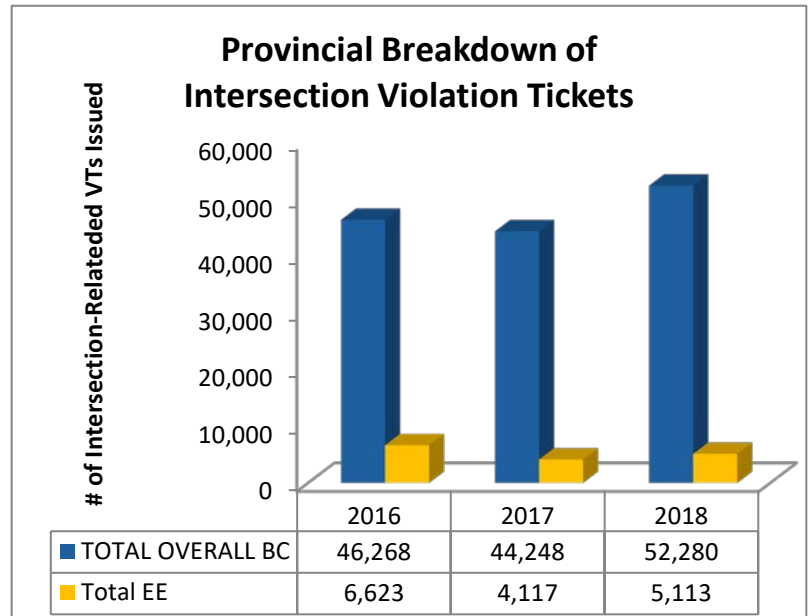


Figure 6 Provincial Violation Tickets - Intersections (2016-2018)

Intersection Safety Camera Program



Photo Credit: RSU

BC's Intersection Safety Camera (ISC) program is an automated enforcement initiative designed to reduce motor vehicle crashes at intersections and the subsequent injuries and fatalities. This program is a partnership between MPSSG, the ICBC, and the RCMP and has been in operation since 1999. The program operates 140 digital cameras installed at high-risk intersections throughout BC.

MPSSG Intersection Safety Camera Officers (ISCOs) are responsible for charging all red-light camera offences. The ISCOs are appointed as Special Provincial Constables pursuant to Section 9 of the *Police Act*. Officers are trained on the Prescribed Technology and are responsible for prosecuting the violation tickets in Provincial Traffic Courts around the province.

The ISCO verifies the authenticity of image evidence and offence data and reviews the images to determine if a charge may be laid. Images that are deemed chargeable fall under Section 129(1) of the MVA— 'disobey red light at intersection' and violation tickets are issued to the registered owner of the vehicle.

In September 2017, BC Government announced the move to full activation of the enforcement levels at all red-light camera locations. To achieve this new operational level, the ISC program updated service and data-transmission capacity, increased the number of staff required to review incidents, process additional tickets and prosecute disputes in a timely manner.

Increased activation was achieved using a two-phased implementation approach. The first phase began in November 2017 and involved moving the cameras from 25 percent activation to 50 percent activation, while the second phase moved the cameras from 50 percent to 100 percent activation. All 140 locations were fully activated by the end of July 2018. The Province funded the expansion to 24/7 operations.

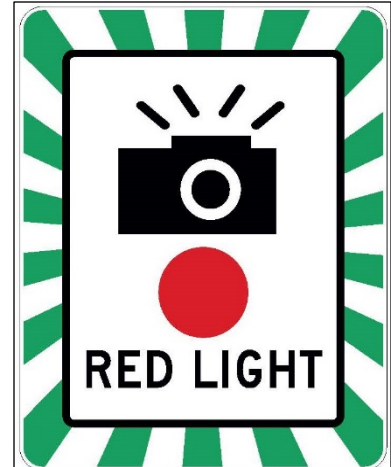
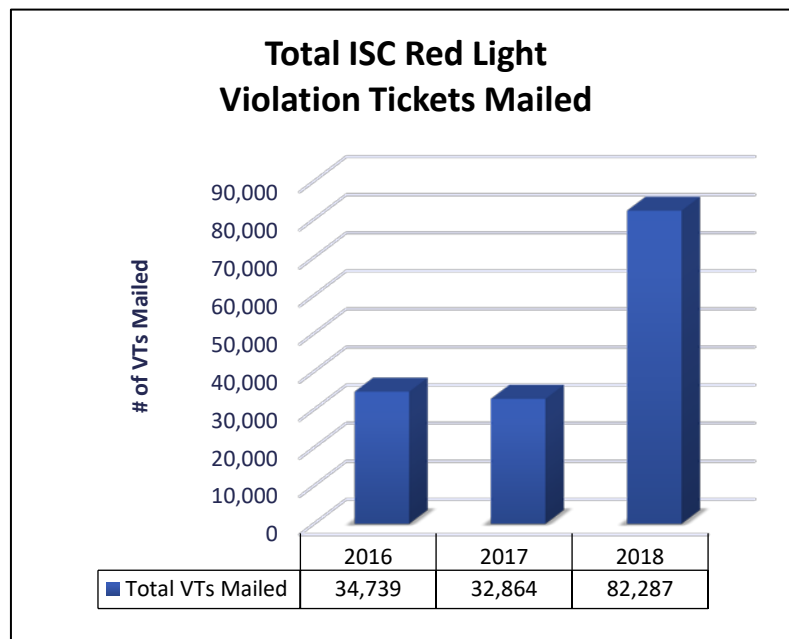


Photo Credit: ISC Program



In 2018, a total of 82,287 ISC violation tickets (VTs) were mailed to registered owners, which represents a 150 percent increase over 2017. The payment rate for VTs in 2018 was 75 percent, which is 15 percent lower than the 2017 rate. This rate is expected to return to pre-project levels of 90 percent and above as operations adjust to higher ticket volumes.

The annual charge rate (VTs Mailed/Incidents reviewed) was 43 percent, on target with the 2017 rate.

Figure 7 ISC Violation Tickets (2016-2018)

Even with a 150 percent increase in the number of violation tickets mailed over 2017, the ISC dispute rate remained on target with pre-project levels. According to 2018 prosecution statistics, a total of 1,549 disputes were scheduled to be heard in court. Of these total disputes, 41 percent (636 people) didn't show up to their court date and 43 percent (663 people) pleaded guilty in Traffic Court. Based on the defendants who elected to dispute their ticket, another eight percent (132 people) were found guilty by the Judicial Justice, compared to less than one percent (14 people) found not guilty.

Summary of ISC Prosecution Statistics			
Outcome	2016	2017	2018
No Show	519	539	636
Guilty Plea	523	646	663
Trial Guilty	116	145	132
Trial Not Guilty	10	15	14
Other ³	155	145	104
Total Disputes	1,323	1,490	1,549

Table 2 ISC Prosecution Statistics 2018

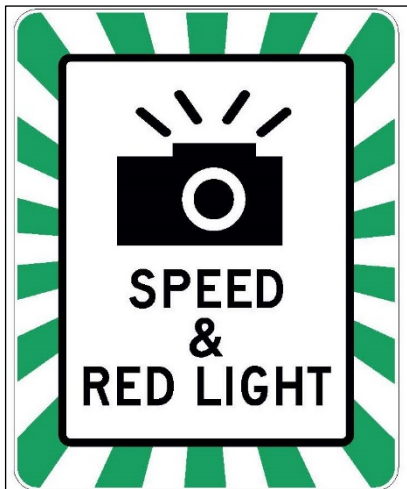


Photo Credit: ISC Program

In March 2018, BC announced plans to add technology at certain ISC locations to ticket the fastest drivers passing through those intersections on red, yellow or green lights. With a record number of crashes— more than 900 a day in BC - and most of them (60 percent) happening at intersections, this is a vital move for the safety of people on some of BC's busiest roadways. Research shows that automated enforcement technologies reduce the number and severity of crashes involving red-light running and speeding.

³ Other category consists mostly of withdrawn tickets

Impaired Driving Enforcement

EETP supports alcohol and drug impaired driving enforcement through year-round enforcement conducted by IRSUs, which is enhanced by Summer and Winter CounterAttack campaigns. The BCACP Provincial Enforcement Campaign Calendar aligns with provincial enforcement efforts to target alcohol and drug impaired driving during July and December. RSU provides additional dedicated overtime MOU funds to support independent municipal police department CounterAttack campaigns; ERSEI funding supports parallel campaigns through the RCMP.

Dedicated overtime funds are also available for the Drug Recognition Expert (DRE) call-out initiative. When a suspected drug-impaired driver is identified by police, police can request the assistance of a trained DRE to conduct a specialized investigation. Funding for DRE call-out is available to all police agencies through EETP in support of enforcement of drug impaired driving.

Alcohol and drug impaired driving outputs consist of the following sanctions, notices and charges:

1. *Motor Vehicle Act (MVA)* sanctions for driving while affected by alcohol or drugs contraventions:
 - Immediate Roadside Prohibitions (IRP) ⁴
 - 24-hour alcohol and 24-hour drug prohibition
 - 12-hour alcohol-related suspensions
 - Notices of Administrative Driving Prohibitions (ADP) ⁵
2. *Criminal Code* charges for alcohol and drug impaired driving

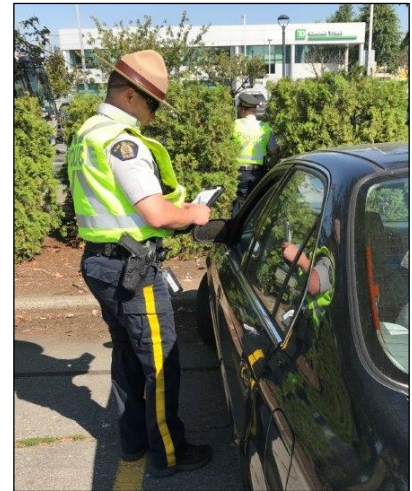


Photo Credit: ICBC

A 90-day ADP may be issued in addition to CC charges to drivers who fail a breath test, drivers who exceed the legal limit of 0.08 BAC, or to drivers who are sanctioned for 24-hour suspension for breath sample refusal. CC charges include charges against drivers for operating a motor vehicle while impaired by alcohol or drugs. Since 2010, when IRP provisions were introduced, CC impaired charges have decreased dramatically and continued to drop in 2018.

⁴ IRPs may be issued to drivers who have a level of alcohol in the 'warn' range of 0.05-0.08 blood alcohol content (BAC); drivers who exceed the legal limit of 0.08 BAC; and drivers who refuse to provide a breath sample for testing. IRP sanctions include 3-day, 7-day, 30-day and 90-day immediate roadside prohibitions.

⁵ The 2018 outputs in this report include ADPs for alcohol affected driving only. As of July 15, 2019, the ADP program was expanded to include drug affected driving.

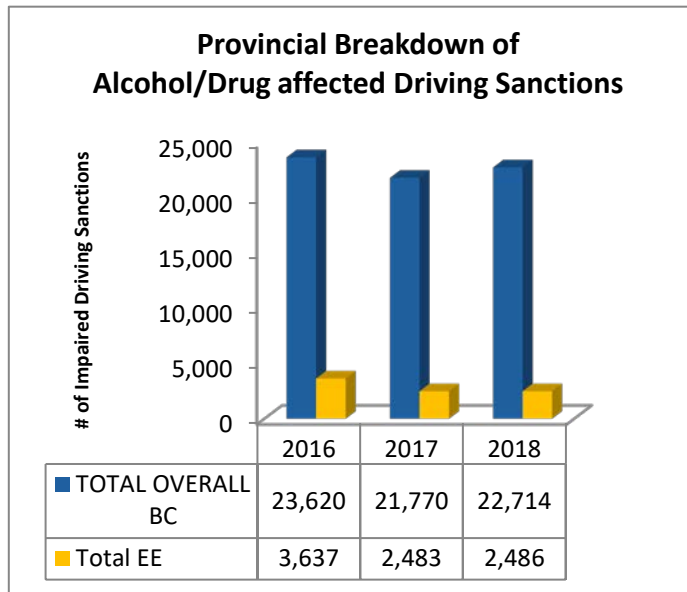


Figure 8 Provincial Sanctions - Impaired Driving (2016-2018)

EE contributed approximately 11 percent of alcohol and drug affected driving outputs to the provincial total in 2018. On average, from 2016 to 2018, EE contributed 13 percent to the total provincial alcohol and drug affected driving outputs. The number of alcohol and drug affected driving outputs issued by EE remained about the same in 2018 as compared to 2017.

EE contributed approximately 11 percent of alcohol and drug affected driving sanctions to the provincial MVA total sanctions and 24 percent of impaired driving charges to the provincial CC impaired driving total in 2018. The number of MVA alcohol and drug affected driving sanctions issued by EE increased slightly (one percent) in 2018 as compared to 2017.

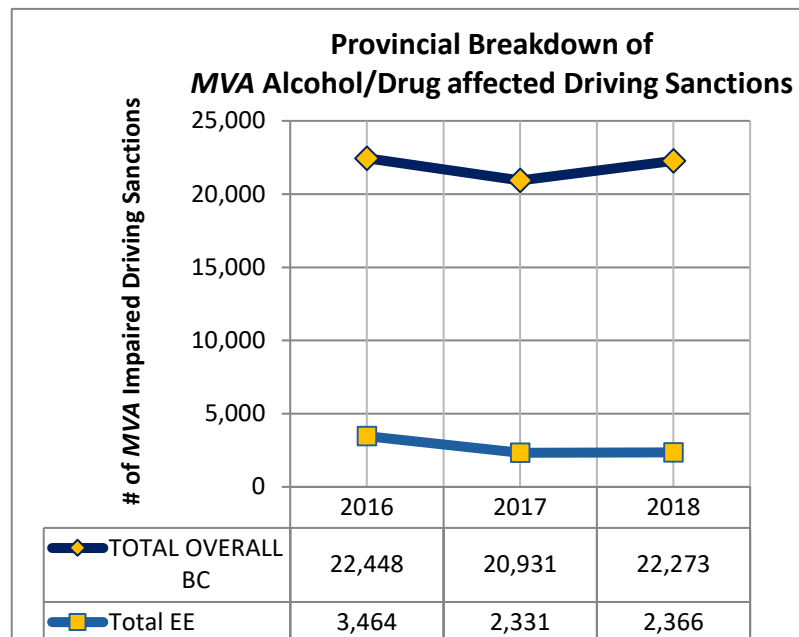
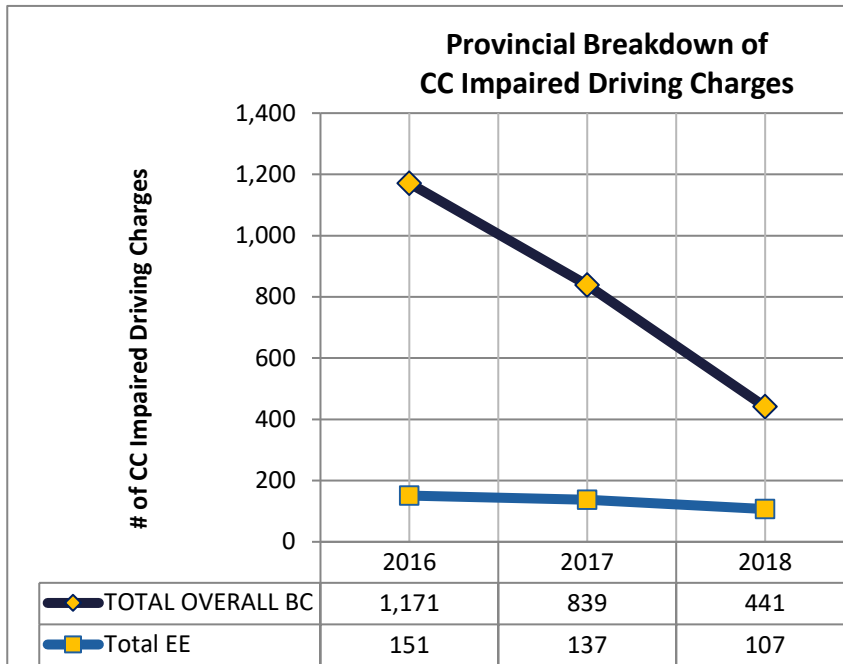


Figure 9 Provincial Impaired Sanctions - MVA



The number of CC impaired charges issued by EE decreased by 22 percent in 2018 as compared to 2017. CC charges include charges against drivers for operating a motor vehicle while impaired by alcohol or drugs. Since 2010, when IRP provisions were introduced, CC impaired charges have decreased.

Note: The provincial CC impaired charges data settles over time due to the longer time cases take to go through the court system.

Figure 10 Provincial Impaired Charges - CC

CounterAttack

Every year, the Enhanced Traffic Enforcement Program makes special overtime funding available to police in support of CounterAttack impaired driving enforcement campaigns (Summer and Winter); these are accompanied by public awareness and enforcement advertising. To coincide with the legalization of cannabis on October 17, 2018, one-time overtime grants were also made available to municipal police departments to support an additional enhanced impaired driving enforcement campaign.

Eleven independent municipal police departments use dedicated CounterAttack funds to mount impaired driving roadblocks and targeted enforcement. The RCMP also participates in Summer and Winter CounterAttack campaigns by dispersing overtime funds through the Enhanced Road Safety Enforcement Initiative (ERSEI) directly to RCMP detachments and units through "E" Division Traffic Services. Together, ETEP funded enforcement makes important contributions to the provincial impaired driving reduction target.

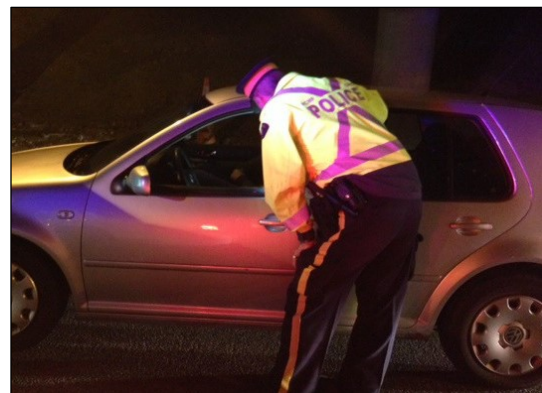


Photo Credit: RCMP

CounterAttack activity and output statistics are collected from the municipal police departments based on the CounterAttack funding agreements. Statistics below do not include RCMP outputs.

Across the three campaigns in 2018, out of all the breath tests administered to drivers by independent municipal police during road checks, an average of:

- 83 percent of all drivers passed the breath test on a roadside screening device
- 10 percent blew warnings (over 0.05 percent BAC)
- 7 percent failed the breath test (over 0.08 percent BAC)

If a driver produces a Fail result on a breath test or refuses to provide a breath sample, a police officer may issue a 90-day Immediate Roadside Prohibition (IRP) or, at the officer's discretion, proceed by way of a *Criminal Code* charge. Across the three campaigns in 2018, 223 drivers were issued 90-day IRPs and eight drivers were criminally charged with impaired driving by municipal officers.

Visible police enforcement, including CounterAttack road checks, keeps the issue of impaired driving in the public consciousness and supports an increased risk of apprehension.

The RCMP participates in National Impaired Driving Enforcement Days, which are nation-wide one-day enforcement events to combat impaired driving using check stops and other strategies similar to CounterAttack campaigns.

Across the two enforcement days on May 19 and December 1, 2018, 144 drivers were issued 90-day IRPs and seven drivers were criminally charged with impaired driving by RCMP officers.

Automated Licence Plate Recognition



Photo Credit: RCMP

Automated Licence Plate Recognition (ALPR) technology has been in operation in BC traffic police vehicles since 2006. Like other provincial automated and specialized traffic technology initiatives, ALPR is delivered under the Enhanced Traffic Enforcement Program (ETEP). ALPR is a police tool⁶ that improves roadside enforcement efficiency by rapidly identifying licence plates associated with stolen vehicles; prohibited/suspended drivers; unlicensed drivers; and vehicles linked to persons subject to *Criminal Code* arrest warrants.

RCMP "E" Division Traffic Services is responsible for the management and delivery of the ALPR program for all police agencies using this technology for traffic enforcement in BC. ALPR technology consists of cameras mounted in or on police vehicles that capture images of vehicle licence plates and instantly check the licence plates against a secure police database.

When a scanned licence plate matches a licence plate in the police database, the system issues an alarm indicating a 'hit'; this confirms that the licence plate is associated with someone already wanted by

⁶ For more information on the use of ALPR by traffic enforcement in BC see <http://www2.gov.bc.ca/gov/content/justice/criminal-justice/policing-in-bc/road-safety-auto-crime/auto-licence-plate-recognition>

police, suspended/prohibited from driving, driving without insurance, and/or driving without a licence. When the hit is confirmed the officer will respond, if appropriate to do so.

Summary of ALPR Statistics			
Outcome	2016	2017	2018
Number of plates read	3,126,925	3,595,395	3,822,947
Number of hits	39,948	59,818	65,517
Number of hits responded to ⁷	9,974	12,805	14,476
Number of charges ⁸ and enforcement actions ⁹	4,314	5,622	5,097

Table 3 ALPR Statistics (2016-2018)

BC's ALPR program continued to grow in 2018. Two more systems, for a total of 52, were added to the program and just over six percent more plates were read as compared to 2017. In 2018, over 3.8 million licence plates were read, registering over 65,000 hits. Of these 65,000 hits, officers responded to over 14,000 hits and over 5,000 responses resulted in a charge or an enforcement action by a police officer.

On average about two percent of all licence plates read resulted in a 'hit' with on average 22 percent of the hits resulted in an officer's response, such as pulling a vehicle over for an additional check; 27 percent of responses resulted in charges being laid, such as driving without a valid licence and 11 percent of officers' responses resulted in an enforcement action other than a CC or MVA charge, such as serving a notice of driving prohibition.

The same three charges categories were the top three categories for the period of 2016 to 2018: no driver's licence, no insurance and MVA offences other than prohibitions or suspensions.

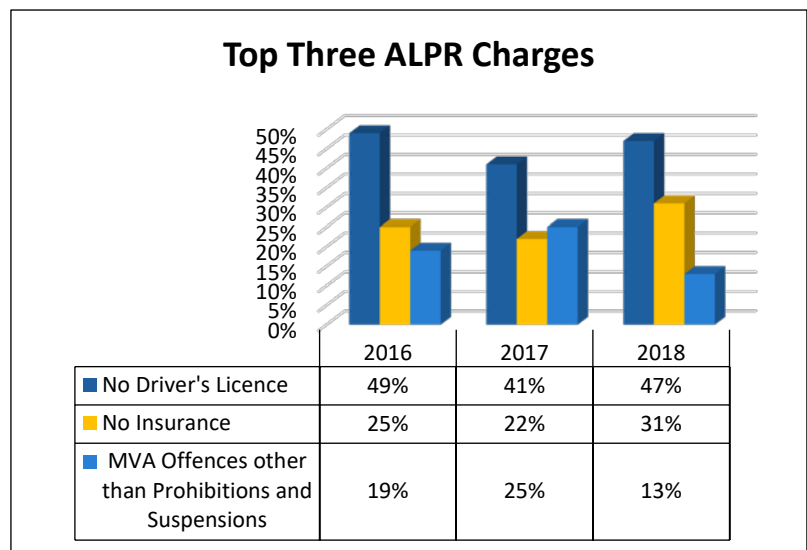


Figure 11 Top Three ALPR Charges

⁷ Officer's 'response' includes any activity by a police officer ranging from a vehicle stop for the purpose of a licence check to a possible enforcement action, such as a vehicle impound, or a charge laid pursuant to the *Criminal Code* and/or *Motor Vehicle Act*. Not every response results in an enforcement action or a charge being laid

⁸ A 'charge' is laid pursuant to the *Criminal Code* and/or the *Motor Vehicle Act*

⁹ An 'enforcement action' is an action other than a charge pursuant to the *Criminal Code* and/or *Motor Vehicle Act*, such as property recovery/seizure, vehicle impound and also includes MVA sanctions such as Immediate Roadside Prohibition or Administrative Driving Prohibition

The top three enforcement actions categories were: notice of driving prohibitions, vehicle impounds and Notices and Orders (written warnings):

- 46 percent – Serving Notice of Driving Prohibitions
- 24 percent – Vehicle Impounds
- 8 percent – Notices and Orders (written warnings)

The ongoing deployment of ALPR in traffic enforcement improves roadside efficiency, as well as public and officer safety in removing unlawful drivers from BC roads.

ALPR Prohibited Driver Enforcement Team

Prohibited drivers are over-represented in at-fault motor vehicle collisions and have multiple negative contacts with police. Research and evidence indicate that criminals continue to drive regardless if they are suspended or prohibited.

As a result of a successful pilot conducted in 2016, the Prohibited Driver Enforcement Team (PDET) was created to target these high-risk offending drivers using ALPR technology and remove them from the roadways making BC communities and roads safer.



Photo Credit: PDET

PDET is made up of six plainclothes police officers from the Lower Mainland Integrated Road Safety Unit (IRSU), in partnership with BC's Traffic Safety Helicopter, Probation Office, Civil Forfeiture Office as well as municipal police departments and RCMP detachments. Through intelligence-led policing, the team, operating in covert vehicles, conducts surveillance, locates and arrests those drivers who continue to drive contrary to their driving prohibitions.

The Team is now in the third year of full-time operation. In course of team deployment in 2018, there were:

- 597,756 plates read
- 256 arrests conducted, of which 211 were prohibited drivers
- 92 charges under the CC and 254 charges under the MVA
- 28 arrest warrants executed
- 889 violation tickets issued
- 254 driving prohibition notices served
- 9 stolen vehicles recovered
- 74 stolen licence plates recovered

PDET's ongoing targeted enforcement approach assists police in removing suspended, prohibited and other unlawful drivers from BC roadways. It also supports both the increased likelihood and the

perceived likelihood of a high-risk driver being caught by police and may contribute to reducing such behaviours in the future. In BC, this targeted team approach continues to be a highly effective tool in contributing to the goals of the overarching provincial and national road safety strategies aimed at making BC's, and Canada's roads the safest in North America.

GOAL 2: MINIMIZE THE IMPACT OF VEHICLE CRIME

Reducing vehicle crimes through strategic enforcement, education partnerships and prevention programs

Integrated Municipal Provincial Auto Crime Team

The Integrated Municipal Provincial Auto Crime Team's (IMPACT) mandate is to develop and deploy strategies to reduce auto crime throughout the province. IMPACT enforcement consists of the Enforcement Team (ET), Investigative Team (IT)¹⁰ and the BaitCar Program (BCP).



The Integrated Municipal Provincial Auto Crime Team (IMPACT) Policy Board provides strategic direction to the team and is comprised of senior representatives from "E" Division Major Crimes, BCAMCP, as well as ICBC, Criminal Justice Branch, and Policing and Security Branch. The Policy Board meets regularly to review IMPACT strategies and provide policy guidance to the provincial integrated auto crime program.

IMPACT's current operational model is guided by the IMPACT Strategic Plan 2018-2023, endorsed by the Policy Board. The performance indicators reflect expanded operational reporting and operational targets, which include: increasing involvement in long-term, integrated investigations of chronic auto crime offenders; expanding operational reporting; ensuring BC's BaitCar fleet is kept current with vehicle crime trends; and fulfilling IMPACT's role as a provincial unit.

In 2018, the ET has continued to use its strategic targeting to identify areas of significant crime by focusing on known chronic offenders. The program relies on collaboration with partner agencies, including auto crime and street enforcement teams across the province.

Summary of IMPACT Arrests and Stolen Vehicle Recovery			
Outcome	2016	2017	2018
Enforcement Team Arrests	59	63	60
BaitCar Program Arrests	63	36	67
Total IMPACT Arrests	122	99	127
Stolen Vehicle Recovery	271	233	220

Table 4 IMPACT Arrests and Recovery of Stolen Vehicles (2016-2018)

¹⁰ The IT was introduced as part of implementation of recommendations from *IMPACT Review* (2012).

Total IMPACT Arrests were slightly higher than in 2017, which is a significant achievement since a number of resource hours were re-dedicated to wildfire protection throughout the province in the summer of 2018.

In 2018, the IMPACT IT, in collaboration with the Canada Border Services Agency and the RCMP Federal Serious and Organized Crime – Financial Integrity, began a transnational investigation into the exportation of fraudulently purchased/stolen high end vehicles. With the assistance of Senegalese customs, the team located and intercepted a stolen vehicle in Dakar, Senegal. In addition, the IMPACT ET and IT conducted a joint force operation with the Kelowna RCMP, as the team noted a dramatic increase in auto theft in Kelowna. As a result of this operation, the team arrested eight prolific auto crime offenders and recovered eight stolen vehicles.

IMPACT ET continues to train other jurisdictions in the use of tracking devices, in accordance with the IMPACT GPS initiative. The GPS Program, which allows members to covertly and safely arrest auto crime offenders, continues to be the most effective strategy employed by police in combatting vehicle theft. The ET also uses ALPR as an enforcement tool to quickly locate and identify stolen vehicles.



Photo Credit: IMPACT

A key area of growth for IMPACT in 2018 was in education. As a result of an outreach strategy developed in partnership with the Langara College marketing program, IMPACT hired a communications officer that is responsible for increasing public messaging regarding auto crime awareness in the province. The communications officer utilizes various social media platforms to spread prevention messages throughout the province.

In 2018, IMPACT continued to focus media and public attention on prevention of vehicle crimes through Auto Crime Enforcement Month (ACEM). IMPACT launched the 2018 ACEM on March 29, 2018 with the key message: “Lock It or Looted”, to encourage vehicle owners to reduce the likelihood of being a victim of crimes of opportunity by making sure their vehicles are locked and secured at all times.

BaitCar Program



Photo Credit: IMPACT

The BaitCar Program (BCP) continued to catch auto thieves across the province in 2018. Bait vehicles and bait property were provided to various detachments across BC to deploy in “hot spots” identified through intelligence-led policing.

BCP underwent a technology upgrade in 2017, which included new tracking equipment and a Graphics User Interface for the BaitCar service providers. Because of this renewal, there was significant growth in service levels and confidence in the program.

The number of BaitCar Activations¹¹ increased by 96 percent and the number of arrests increased by 86 percent in 2018 as compared to 2017. Out of 67 arrests made by the BCP, 32 were for theft of auto and 35 were for theft from auto.

The BCP provides training to every new BaitCar liaison¹² that joins the BCP. A total of four BaitCar liaison training sessions were completed in four BC jurisdictions in 2018.

¹¹ Bait Car activation is the instance when someone interferes with the vehicle, therefore, a police response is required to check the status of the vehicle. Activation may happen when a concerned citizen or a security guard opens a door to look for registration or to check if the vehicle has been stolen.

¹² Bait Car liaison is the person in a municipal or RCMP jurisdiction responsible for determining a “hot spot” and deploying a bait vehicle. Liaison is a local “expert” responsible for evidence continuity, vehicle maintenance and assistance to the General Duty members with their Report to Crown Counsel in case of an arrest.

GOAL 3: SUPPORT ROAD USER BEHAVIORAL CHANGE

Providing leadership on road safety enforcement research and policy

Justice Institute of British Columbia



JUSTICE
INSTITUTE
of
BRITISH
COLUMBIA

ETEP provides funding to the Justice Institute of British Columbia (JIBC) principally for municipal police officers to receive specialized traffic-related training.

Relevant knowledge enhances the quality of traffic enforcement and supports officers to influence road users through effective enforcement tactics and in their encounters with drivers. The JIBC and the RCMP Pacific Region Training Centre (PRTC) work together to maximize traffic training efficiencies, including offering more timely access to enhanced traffic training courses. This has resulted in RCMP IRSU officers accessing JIBC courses and municipal officers attending PRTC courses to maximize course offering and enhance specific traffic enforcement skills. A total of 52 officers accessed ETEP-funded traffic training in 2018.

The JIBC program provides advanced traffic training on areas such as:

- Impaired driving detection and Standardized Field Sobriety Testing
- Blood Alcohol Content (BAC) testing certification
- On scene collision investigation
- Commercial Vehicle Police Enforcement
- Drug Recognition Expert

Leadership on Road Safety Research and Policy – Federal/Provincial/Territorial Working Group on Drug Impaired Driving

Impaired driving continues to be a leading cause of criminal injury and death in Canada. The legalization of cannabis in 2018 required increased training for police in three key areas to detect and deter drug-impaired driving and enforcement of cannabis laws; Standard Field Sobriety Testing (SFST) training; Drug Recognition Expert (DRE) training; and training and access to the approved oral screening device. In September 2017, Public Safety Canada announced that \$81 million of federal funding over the next five years would be allocated to provinces and territories for police training, access to drug screening devices, and to build capacity to enforce new laws related to drug-impaired driving. This funding supports frontline law enforcement by ensuring that they have the tools and training to keep communities safe.

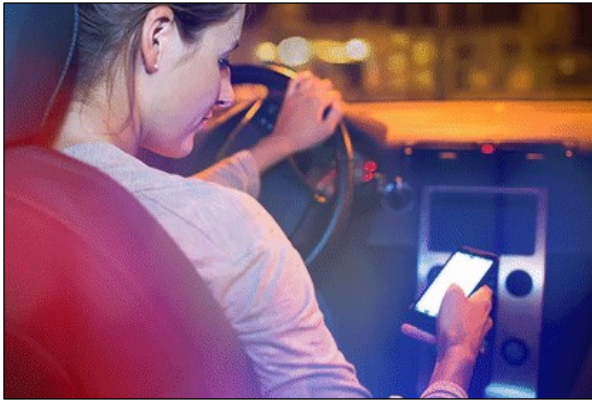
In collaboration with the provincial Cannabis Secretariat, police partners, JIBC and PRTC, RSU led the work on five-year provincial Strategic Plan for police training as well as an Application for Contribution with Public Safety Canada. RSU participated in the national working group with federal and provincial partners. This Federal/Provincial/Territorial (F/P/T) committee focussed on assessing current capacity,

training needs and related costs, capacity building for trainers and data analysis to contribute to the overall national efforts to collect standardized data on training, occurrences, enforcement actions and court outcomes related to drug-impaired driving. The signed Contribution Agreement for \$10.1 million over five years to the Province of BC was received in January 2019.

Media and Public Awareness

EETEP supports road safety enforcement public awareness through earned media efforts and paid advertising aligned with the BCACP Provincial Enforcement Calendar. The objective of these advertising and media strategies is to increase awareness among drivers that risky behaviours are being targeted by enforcement. RSU worked with the BCACP Traffic Safety Committee to plan and implement an enhanced public awareness approach. In 2018, in an effort to better reach 16 to 34 year old's who are less likely to be listening to the radio than older demographic groups, the RSU supported advertising on Spotify's non-subscription music streaming service, as well as developing targeted social media content for campaigns aligned with radio messaging. *

A mix of radio and Spotify ads aired during both the 'impaired driving' and 'distractions' provincial campaigns, providing new and broader public awareness opportunities.



In 2018, the overall campaign theme was refreshed with a new 'We See You' message platform that would work well for each of the 'Big 3' – speeding, impaired driving and distracted driving. This approach advances a perception of an increased risk of apprehension and utilizes the underlying theme of 'new tools and tactics' for police, whether that be new legislation, new technology, or new enforcement strategies.

Photo Credit: BCACP

In addition to paid and social media, the RSU also helps coordinate MPSSG's ministerial and police leadership road safety messaging and participates in campaign media events.

RSU worked with BC road safety partners on five proactive earned media activities promoting enhanced enforcements efforts and the activities of the BCACP Traffic Safety Committee. Targeted efforts help raise the public's perception of the risk of apprehension and are a leading practice in road safety harm reduction

* All 2018 radio/streaming campaigns achieved their Gross Rating Points (GRP) which measure advertising impact by calculating a percent of the reached target market multiplied by the exposure frequency.

GOAL 4: FOSTER COMMUNICATION AND COLLABORATION

Working with partners to identify opportunities for collaboration to improve efficiencies

BC Association of Chiefs of Police Traffic Safety Committee



The RSU provides funding and secretariat support for executive and general meetings of the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC). The BCACP TSC general membership, which is comprised of traffic police and road safety partners, met in October 2018. In its role as secretariat, the RSU is responsible for:

- planning and coordinating regular meetings of the executive and general membership
- supporting communications on behalf of the Chair
- preparing and distributing minutes and formal motions from all Committee meetings
- managing the business and financial affairs of the Committee

The TSC's work is supported by three sub-committees: Enforcement; Administration, Training and Recognition; and Legal, Procedural and Technical. Additionally, a special working group, the Impaired Driving Advisory Committee, addresses matters related to impaired driving enforcement and reports through the Legal, Procedural and Technical Sub-Committee. Together, these working forums serve to study, advance and help address road safety enforcement issues.

The RSU supports the work of BCACP TSC members and executive in arranging opportunities for technical presentations, networking, and sharing innovative solutions and strategies.

In 2018, the following four motions of the BCACP TSC were submitted to the BC Association of Chiefs of Police for consideration:

- Recommending that the Government of British Columbia review penalties and add vehicle impoundment sanctions for failing to stop for police, thus bringing a level of reasonable deterrence and contribute to safer roads in British Columbia.
- Recommending that the Government of British Columbia repeal *Motor Vehicle Act* Regulations Sections 32.02 and 32.03 that grant taxi drivers an exemption from wearing a seatbelt while operating a taxi on a highway at a speed of less than 70 kilometres per hour.
- Requesting that the Government of British Columbia strengthen the sanctions of "use of an electronic device while driving" provision in the *Motor Vehicle Act*, to include immediate administrative corrective actions issued at the roadside.
- Endorsing the 2019 provincial enforcement campaign schedule.

During the 2018 meeting, the general membership identified the themes of drug impaired driving and distracted driving as their enforcement focus for the year. The officer safety theme identified by the membership was: “Tactical Common Sense: Saving Lives with Seat Belts and Traffic Safety Vests”.

The annual general membership meeting supports ongoing information and knowledge exchange, professional engagement and advancing policy positions.

ETEP Go-Forward Plan 2018-2021



Photo Credit: ICBC

A deliverable of the 2017 ETEP Memorandum of Understanding was an assessment of the recommendations and an implementation plan for the Forward-Looking Review of Enhanced Traffic Services conducted in 2016.

Working with an independent contractor in late 2017 and early 2018, ETEP partners assessed the 2016 review’s recommendations and with input from the Governance Council developed the *Go-Forward Plan 2018-2021* to validate ETEP’s future direction and establish a plan to strengthen the program’s ability to support BC’s provincial road safety strategy.

In 2018, the final *ETEP Go-Forward Report 2018-2021* was endorsed by Governance Council. The report sets out high-level action plans for proposed projects focusing on: Implementing Intelligence-Led Enforcement Management; Enhancing Performance Tracking and Reporting; Improving Resource Management; and Improving/Aligning Partnership and Stakeholder Relations. The Governance Council is responsible for reviewing and approving these action plans and additional resources that may be recommended to complete a targeted project. The plans and projects will be assessed for progress, and risk mitigation if necessary, in an ETEP Go-Forward mid-term report in 2019.

Road Safety Partnerships and Stakeholder Relations

The Enhanced Traffic Enforcement Program is supported by a network of road safety professionals, partnerships and stakeholders. The RSU is actively engaged with groups and agencies in support of improved road safety, including:

- BC Road Safety Strategy – led by RoadSafetyBC, supported by the efforts of five inter-disciplinary working committees, and governed by a Steering Committee in which the MPSSG Executive Director of Policing and Security Branch participates. In 2018, RSU participated in the Safe Road Users, Data and Research, and Education and Awareness Working Committees.
- Data and Measurement Committee – an inter-ministerial working group responsible for addressing road safety data quality issues, including ongoing traffic fatality reconciliation and release of the *2008 – 2017 Motor Vehicle Fatalities in British Columbia: Statistics Report*. A new

data sharing agreement between ICBC and RoadSafetyBC, now ensures these annual reports include information on injuries and crashes, not just fatalities; as well as analysis of causal factors and observing trends as a proportion of the general population. Fatality data are regularly used by the Province to evaluate road safety initiatives and identify possible future actions. The data are also used by police and stakeholders to inform enforcement, intervention and awareness strategies.

- Road Safety Initiative – a provincial initiative, which includes e-Ticketing, led by RoadSafetyBC. In 2018, RSU participated at all levels of this initiative – governance, working group, stakeholder relations, enforcement and policy advisory committees – in support of successful pilots conducted with CRD IRSU and other police units in BC, to modernize BC’s motor vehicle violation ticketing/payment process.



Photo Credit: RoadSafetyBC

- Rate Affordability Action Plan (RAAP) – this inter-ministerial working committee to addressing the many challenging financial and operating pressures facing ICBC. The RSU has been involved in RAAP leadership and working groups, identifying impactful road safety initiatives that could be initiated in the short and medium term to help address identified road safety challenges. The Intersection Safety Cameras 100 Percent Activation Project and Intersection Safety Cameras – Speed Activation (ISC-SA) Project were initiated under the RAAP process.
- Disputed Violation Ticket (VT) Steering Committee – this inter-ministerial group focussed on identifying and resolving systemic issues affecting disputed VTs scheduled for BC courts. The RSU used this forum to ensure that the increase of ISC VTs resulting from 25 percent to 100 percent red light camera activation, as well as the introduction of ISC speed VTs in 2019, could be effectively managed by Courts and justice sector partners, and not create delay challenges.
- BC Injury Prevention Alliance – a provincial multi-disciplinary group focused on injury prevention. The RSU participates in meetings and webinars focusing on road safety issues which included in 2018 cycling safety, vulnerable road users and safe environments for active transportation, as well as the Canadian Child Safety Report Card.
- Canadian Association of Road Safety Professionals (CARSP) – a national, interdisciplinary road safety organization which promotes excellence in road safety research and applied interventions. The RSU is a long-standing CARSP member and in 2018 participated in the Annual General Meeting planning committee as well as numerous professional development webinars, including a Focus on Safe Systems Approach, Child Active Transportation Safety and the Environment, and B.C.’s Community Road Safety Toolkit.

- Canadian Council of Motor Transport Administrators (CCMTA) – a national non-profit organization that coordinates administration, and regulation of motor vehicle transportation and highway safety. In 2018, the RSU participated in the CCMTA's Annual General Meeting in Quebec City, QC, actively contributing to the Road Safety Research and Policy Standing Committee, jurisdictional research and best practices, as well as seminars on research in cannabis impaired driving and leading enforcement practices in distracted driving.



Photo Credit: RCMP